

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY. LUITPOLD" Capt. H. Kaeber	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Pahke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COLENT" Capt. H. Raegener	FRIDAY, 5th Nov., Daylight.
KODAY and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of November.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guibout	25th Oct., P.M.
MARSHILLES, VIA PORTS	SYDNEY	Costa	26th Oct., 11 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSHILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10, 30 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 11th October, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTE & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

10, Beetham Street

164, Nanking Road

Shanghai 24th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 6th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old..... 5.50

ALSO

QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAMP GLASS,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 9th March, 1907.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

JAPAN'S POPULATION.

GROWTH IN RECENT YEARS.

The fast-multiplying population of Japan has been a subject of much discussion in relation to the question of food supply and of the disposal of what is termed surplus population. In the course of a series of articles on this subject, the *Yoko Keizai* publishes some interesting statistics. The rate at which the population has been increasing during the thirty years ending 1905 will be seen by the following figures:—

Year.	Total Population.	No. of Births.	No. of Deaths.
1876.....	34,338,000	902,900	613,000
1877.....	34,912,000	890,000	620,300
1878.....	35,655,000	874,800	603,200
1879.....	35,768,000	876,700	701,100
1880.....	35,939,000	883,500	603,000
1881.....	36,359,000	941,300	686,000
1882.....	36,700,000	924,700	658,300
1883.....	37,017,000	1,004,900	676,300
1884.....	37,451,000	975,200	705,100
1885.....	37,869,000	1,024,500	886,800
1886.....	38,507,000	1,050,000	936,300
1887.....	39,069,000	1,058,000	753,400
1888.....	39,607,000	1,172,000	751,800
1889.....	40,072,000	1,210,000	803,000
1890.....	40,453,000	1,145,000	823,700
1891.....	40,718,000	1,086,000	853,100
1892.....	41,090,000	1,207,000	826,900
1893.....	41,388,000	1,178,000	937,600
1894.....	41,813,000	1,209,000	840,700
1895.....	42,370,000	1,246,000	852,400
1896.....	42,708,000	1,282,000	912,800
1897.....	43,228,000	1,314,000	876,800
1898.....	43,763,000	1,369,000	894,500
1899.....	44,260,000	1,388,000	934,500
1900.....	44,810,000	1,432,000	914,000
1901.....	45,437,000	1,503,000	928,500
1902.....	46,022,000	1,513,000	967,100
1903.....	46,732,000	1,493,000	933,800
1904.....	47,215,000	1,444,000	990,600
1905.....	47,674,000	1,457,000	1,044,000

Up to 1884 the death-rate, though subject to much fluctuation, never exceeded 2 per cent. After 1885 the rate rose above 2 per cent., but, apart from exceptional circumstances such as wars and the visitation of epidemics, the death-rate has remained at an average of 2.10 per cent. The birth-rate, on the other hand, has been steadily rising. Up to 1874 it fluctuated between 2.5 and 2.6 per cent., and since then it has been continually increasing. Since 1897 the rate has never fallen below 3 per cent. [This is doubtful, as will be seen by the figures given in our leading article.] The comparatively low rate of births for 1904-5 is no doubt due to the effects of the war with Russia. No later statistics are available as yet, but there can be little question that the birth-rate has been steadily on the increase since the restoration of peace. The increase in the number of married people is no doubt responsible for the swelling of the birth-rate, as shown in the following official census of married and unmarried people and the percentage to total population:—

Year.	No. of Married Couples.	No. of Unmarried.	Ratio of Married to Unmarried.
1886.....	14,578,000	37.18	23,913,000 62.22
1888.....	14,830,000	37.48	24,766,000 62.51
1891.....	15,235,000	36.78	26,261,000 63.22
1896.....	15,959,000	36.46	27,089,000 63.54
1903.....	16,458,000	35.22	30,273,000 64.78

As shown above, however, though their number has increased, the percentage of married people has been steadily falling in recent years. This tendency may be attributed to the increasing intensity of the struggle for existence. Despite the decline in the marriage rate, the fecundity of the people is evidently increasing, as will be seen from the following table:—

Age.	No. of Deaths.	Ratio Per 1000.
Under 5.....	320,900	55.3
" 10.....	26,239	5.4
" 15.....	17,404	3.8
" 20.....	31,737	7.4
" 25.....	37,350	8.8
" 30.....	32,846	8.5
" 35.....	26,317	8.7
" 40.....	28,390	9.6
" 45.....	25,555	10.9
" 50.....	32,209	12.0
" 55.....	38,441	17.5
" 60.....	45,070	24.0
" 70.....	99,066	41.7
Above 75.....	159,464	108.5

Turning to the death-rate, the following is the official census for 1903:—

Age.	No. of Deaths.	Ratio Per 1000.
Under 5.....	320,900	55.3
" 10.....	26,239	5.4
" 15.....	17,404	3.8
" 20.....	31,737	7.4
" 25.....	37,350	8.8
" 30.....	32,846	8.5
" 35.....	26,317	8.7
" 40.....	28,390	9.6
" 45.....	25,555	10.9
" 50.....	32,209	12.0
" 55.....	38,441	17.5
" 60.....	45,070	24.0
" 70.....	99,066	41.7
Above 75.....	159,464	108.5

The death-rate of children under 5 years of age for 1903-5 is 55.3 per 1,000—though it cannot be regarded as small, shows much improvement as compared with preceding years. In 1893, for instance, the ratio was 61.2, which has been lessened owing doubtless to the diffusion of hygienic ideas among the people and the advance of medical science. From the study of these circumstances, the *Yoko Keizai* comes to the conclusion that the increase of population in Japan in recent years is chiefly due to the decline in the death-rate among children and the increase of fecundity in married people. For these reasons, concludes our contemporary, the Japanese population will go on multiplying year after year, though the marriage and birth rates may be more or less affected by economic conditions.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sun Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tin Kot.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

H. F. G. FROST, Director.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW CALF.



DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists.

The Finest English Leather only used in the construction of these shoes.

STOCKED

IN BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY W.M. POWELL, LTD.

ALEXANDRA BUILDINGS.

Hongkong, 25th October, 1900.

Entertainment

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).

6.15.—Play "A Pair of Lunatics" (Cast: Mrs. Worthington and Captain Baird, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 18th October, 1900. [721]

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION,

TO-MORROW,

the 26th October, 1900, at 2.30 P.M., at his Sales Rooms, Duddell Street,

A FINE ASSORTMENT OF GENT'S SUIT LENGTHS AND WHITE, WITNEY BLANKETS,

AND

TABLE LINENS, SERVILETTES, HOUSEHOLD LINENS, HUCKBACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELLETTES, NIGHT DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.

ALSO

A few CARPETS and AXMINSTER RUGS.

(All New Goods).

Further Particulars from Catalogues which will be issued.

On view on Monday, the 25th October.

TERMS:—As usual. G. P. LAMMERT, Auctioneer.

Hongkong, 25th October, 1900. [722]

Intimations.

LOST.

SOME KEYS on a CHAIN, small reward to finder.

J. S. B., 110 Hongkong Telegraph.

Hongkong, 23rd October, 1900. [723]

YUEN HING.

No. 4, D'ARQUILLAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

DEALERS

in all kinds of hand-made.

DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER

WARE, &c., all of the best quality.

Hongkong, 6th August, 1900. [724]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

404 406 408 410

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other

Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1900. [725]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCH, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 25th April, 1900. [726]

WATERED COTTON.

SHANGHAI TAOTAI'S PROCLAMATION.

The following is a translation of the Shanghai Magistrate's proclamation on the subject of watered cotton:—

The Taotai has received a dispatch from the Senior Consul, stating that he had received a letter from the Chamber of Commerce to the effect that Messrs. Jardine, Matheson & Co., libel, Arohold Karberg and other prominent cotton firms have reported to the Chamber on the recent increase in the evil practice of watering cotton stating that from eight to twelve per cent of water had occasionally been discovered. This evil, they said, injured the trade and the dealers as well as local mills. Watered cotton when stored on board vessels, or stored in godowns is inflammable and dangerous. The pei ioners, therefore, requested that the Chinese authorities be asked to forbid the practice. The Senior Consul asked the Taotai to take proper steps to forbid the evil, and to instruct the authorities in all cotton-growing districts to adopt similar action. On receipt of this the Taotai observed that owing to previous injury inflicted on Chinese and foreign merchants by the evil practice of watered cotton, perpetrated with selfish motives, proclamations had been issued by the former Taotai Yuan forbidding the practice. Later on an examination office was established with foreign inspectors to examine cotton, but the practice of watering cotton could not be entirely suppressed.

It was decided then to keep check on the village cotton dealers and in cases of watered cotton, the guilty parties were fined according to the value of the cotton.

Later on the British and Japanese Consuls General informed the preceding Taotai that 8 per cent of water was put into cotton, that was cotton when stored in godowns, was apt to generate electricity, and the risk of its catching fire was also considerable.

At these Consuls' request, earnest proclamations were issued by Taotai Liang to prohibit the evil, and instructions were sent out at the same time to all the subordinates warning the village dealers and forbidding them to water their cotton.

Having received the above dispatch, the present Taotai ordered the Examination Office Deputy to take effective steps to secure reform in this matter, and he also instructed his subordinates to forbid the practice. He ordered the Shanghai Magistrate to order the lipeas separately, and direct them to exhibit and warn the village dealers against watering cotton, for sale, to Shanghai, or they would incur punishment. The magistrate is desired to take this matter up with energy as it concerns foreign commerce.

In view of these instructions the Shanghai Magistrate warns villagers and dealers against adopting the suicidal policy of watering their cotton and points out that any violation will entail arrest and severe punishment on the offenders. (N. C. D. News.)

HEALTH OF BRITISH CHINA SQUADRON.

The annual return of the health of the officers and men of the China Squadron in the past year shows that there was a substantial decrease in sickness compared with previous years. The number of deaths was thirteen, 125 men were invalided, and the average daily number of men sick was 164.68 or ratio of 29.04 per 1,000. The mean corrected strength of the squadron cruisers, sloops, and smaller vessels.

Influenza was responsible for 116 cases of illness, enteric fever for ten, one of which proved fatal, malarial fever had 79 subjects, with death in one case, and two deaths out of 16 cases of tuberculosis were reported.

There was a slight decrease in infectious diseases of a certain type, the cases recorded being 854 in number, with one fatal result, and 11 invalidings. One case of cholera occurred on the *Kinshu*, and also a case of typhus fever. Injuries amounted to 24 cases, two men were drowned, and 21 men suffered from heat stroke, seven of which occurred on the *Almonk*.

On the whole the health of the squadron was satisfactory and compared favourably with recent years. The above figures include the naval establishments at Hongkong, Yokohama, and Wei-hai-wei.

THE KIUKIANG INCIDENT.

In the House of Commons on the 23rd ult. Mr. Ginnell asked the Secretary of State for Foreign Affairs whether it is in accordance with consular practice, when a native is accused of killing a British subject and when a British subject is accused of killing a native, respectively, to hold the preliminary magisterial inquiry in camera; whether it was with his approval all bearing of the charge against Constable John Mears of having killed Yu Fa-cheng, at Kiukiang, last April, was refused for three months, until an extensive trade boycott rendered some sort of inquiry necessary; whether he was aware that at length Consul-Judge Warner heard the charge in camera and suppressed the evidence, that the doctor attached to the British Consulate admitted having heard Mears say he had given a poke to Yu Fa-cheng, and that the latter died from internal hemorrhage a few hours later; that this evidence was corroborated by other witnesses, including two American citizens; that the Consul accepted all the evidence for the defence, rejected all for the prosecution, did not allow Mears to be called or questioned before him, spoke of the admitted poke as an imaginary blow, and refused to call the case to go before the British Supreme Court of Shanghai; and whether he will allow the case to go before the British Supreme Court of Shanghai, or lay upon the Table of this House a copy of the evidence given before the Consul?

Sir E. Grey: No information has been received from His Majesty's Minister at Peking in regard to the incident referred to by the hon. member. Sir John Jordan will furnish a report on the matter in due course.

KOLAR GSV (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 5th October, 1900.

Present:—Messrs. W. P. Wallace (Chairman), J. S. Fenwick, W. Kruse, Lim Nee Kar, J. Moncarial, K. Tondarabara, W. Wilson, the Health Officer, the Secretary, and the Assistant Superintendent of Police.

The minutes of the last meeting were read and confirmed.

An application was read from the secretary, requesting two months' leave of absence, from about the 1st November to about the 7th January. Granted.

An application was read from Mr. Lim Nee concerning the proposed employment of, say, ten Chinese watchmen for night duty on jetties from now on and until the Chinese New Year. After discussion, it was decided to instruct the Captain Superintendent of Police to draw up particulars of the scheme and give it a trial.

A letter was read from the German Consul approving of the transfer of Miss Wiechell's hotel license, which had been brought forward at last meeting of the Council.

The Captain Superintendent of Police reported the steps that had been taken to prevent the spread of hydrophobia within the Settlement. All dogs, whether owned by foreigners or Chinese, are, until further notice, to be kept tied up and under control, if allowed out they must wear muzzles, even if they are being led on a chain, &c. Muzzles have been ordered and, on their arrival, owners will be notified by the issue of a further "Express."

The Muzzles will be supplied at cost price by the Council on application. This order came into force on the 19th September, when the Council invited, by "Express," the earnest co-operation of both Foreign and Chinese residents in the Settlement in their endeavours to stamp out rabies.

Instructions were also given that any dogs found without muzzles after the 29th September were to be destroyed. The muzzles arrived on the 4th October, and have since been issued to owners of dogs on application.

The Captain Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting:—

Summons: Throwing rubbish, &c. into the public drains, 4. Following pigs and cattle to stray 8. Non-payment of assessment 10. Debt 1. Being concerned in kidnapping 3. Summary arrests: Being in possession of stolen property 1. Theft 2. Trespass 1. Being a rogue and a vagabond, &c. 3. Assault 1.

(Signed), W. H. WALLACE, Chairman.

By order, C. BERKELEY MITCHELL, Secretary.

Intimations

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL.

on

FIRST FLOOR OF NO. 25 DES VŒUX ROAD CENTRAL.

(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

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Curios and Perfumes.

Secrets, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.

Hongkong, 25th September, 1900. [675]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write, care of Hongkong Telegraph office or direct to 37 Hollywood Road, 2nd floor.

Hongkong, 6th September, 1900. [678]



is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Cans by Chemists, &c., everywhere.

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1900. [581]

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1900. [730]

MODREENAGH.

DWELLING HOUSE, to Let at Peak, partly furnished.

Apply—

JARDINE, MATHESON & Co., LTD.

Hongkong, 21st September, 1900. [724]

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yard and Servants' Quarters on Shamsham Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th October, 1900. [694]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd July, 1900. [463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Tones & Co.).

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 11th September, 1900. [188]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 19th May, 1900. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORLEY TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1900. [5]

TO LET.

GODOWN No. 34, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 21st June, 1900. [70]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. ... Every 15 minutes.

7.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 7.15 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 12th April, 1900. [16]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

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PAGNE.

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PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

[28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 25, 1909.

THE TRADE OF CANTON.

There are some melancholy aspects to be found in the annual report of Mr. Paul H. King, Commissioner of Customs, just issued, on the trade of Canton for 1908. As proof that the entrepot of South China has not been in as flourishing a condition as in preceding years, the Commissioner in his able report starts off in a gloomy vein. To begin with, we are told that: "Two floods in one year is the sad record for 1908, and it is therefore not surprising to find that export trade has, in part at least, failed to justify the high hopes of the report for 1907. At first sight the net value—Hk. Tls. 103,696,530—of the trade in 1908, as compared with Hk. Tls. 103,785,947 in 1907, would suggest that trade had "marked time" rather than retrogressed; but a closer analysis reveals the fact that while foreign imports—represented by Hk. Tls. 29,753,077, as compared with Hk. Tls. 29,844,604 in 1907—have maintained their position, native imports have been increased by some 74 million taels,

while exports of local origin have decreased about 74 million taels. In other words, native imports and exports of local origin have changed places in 1908, as compared with 1907. Although the shrinkage in exports is mainly due to a short production of silk—the direct outcome of adverse climatic conditions—it is satisfactory to note that the items, with the exception perhaps of rice, which swell the value of native imports are not such as to suggest "decreased buying power." Then he goes on to describe the floods in detail, in the course of which, it is stated that the saying of Confucius "with coarse rice to eat, with water to drink, and my bended arm for a pillow" represents as truly to-day as ever, the actual needs of this hardy race. The subject of the disastrous typhoon of the 28th July is also touched upon in the report, from which it appears that the sum total of damage to the shipping was fixed at Tls. 300,000; while the loss among the flower-boats, sampans, etc., is perhaps rather loosely represented as exceeding 100 vessels. The net value of foreign imports was Hk. Tls. 29,753,077, or Hk. Tls. 141,535 less than in 1907. The net value of exports (abroad and coastwise, including re-exports) in 1908 was Hk. Tls. 48,598,792, or Hk. Tls. 7,224,930 less than in 1907. On the subject of the Yueh-Han Railway, the following interesting statement appears in the report: "The Yueh-Han Railway is now open to traffic as far as Yuntan, in the Yingtak district, 136 li, or 45 English miles, from the Wongsah (Canton) terminus. It has carried over a million passengers in the 12 months, and has earned \$167,202 by so doing." So far the freight-carrying capacity of the railway is undeveloped. Steady progress northwards is expected in 1909 and will add month by month to the earning power of the line. I am indebted to the courtesy of the Director-General for the appended sketch plan of the Kwangtung portion of this great enterprise. For the following remarks on the Chinese section of the Canton-Kowloon Railway, and also for the sketch plan thereof, I have to thank Mr. Frank Grove, the Engineer-in-Chief of the line. The Canton terminus has been established at Taishatow (East Gate), and is thus conveniently situated at the eastern extremity of the new bund. As the map indicates, a connection with the Yueh-Han Railway will be made to the northward of Canton city, passing between the hills to the north of the five-storied pagoda. The total length of the line from Taishatow to the British Kowloon frontier at Shumchun will be 89 miles. Allowing 22 miles for the British section, the total length of the line from Canton to Kowloon will be 111 miles. The route adopted offers every prospect of considerable traffic. From Canton to Shumchun there are many large villages, and the railway will provide ready access to the Hongkong and Canton markets for the lichees, sugar cane, oranges, and other products of these richly cultivated and prosperous districts. Shumchun itself, from its commanding position on the East River, is destined to be the principal distributing-centre for the district. The station will be near the town. To the south of Shumchun and onwards to Shumchun a direct route has been obtained through a fine country with much arable land and prospects of rapid development. The lower hill are inhabited by Hakkas. Pineapples and vegetables are produced in large quantities. A careful estimate anticipates the opening to traffic of a 30-mile section from Canton outwards in March 1910 and a through connection with Kowloon in or about July 1911. The total number of passengers carried by the Canton-Fatshan-Samshui branch of the Yueh-Han Railway was 3,052,920, of whom 890 were foreigners. The gross earnings from all sources were \$582,005, of which sum passengers contributed \$368,745, or a decrease of \$10,993, as compared with the 1907 figures, due to floods and typhoon, failure of the rice crop, shortness in the first silk crop, the national mourning, and the generally depressed state of local business. The line suffered greatly from the floods in June; passenger traffic had to be interrupted for 16 days—in some places the rails were 12 feet under water; this involved the company in great expense. There is still a good deal of steam-launch traffic in the Fatshan Creek, and owners are quick to take advantage of railway mishaps or change of rules, e.g. increase in fares, etc., in competing for the Fatshan passengers. There is doubtless room for both carriers on this particular route, and there is no reason why the unrivalled waterways of Kwangtung should not serve to feed her railways. Altogether, the report is as concise and complete as could have been expected of a document in a congested form. Next year we shall expect to see some mention of the newly-opened branch of the Hongkong and Shanghai Banking Corporation, which is bound to exercise a beneficial influence upon the economic conditions of the Capital of South China. In the words of a leading Home contemporary, the Bank is a British bulwark in the East and pillar of prosperity and when the bogey of commercial depression the world over will have passed into oblivion, and the vast territories of China opened up

by a network of railways, which are already proceeding apace, then the City of Canton will truly become a Far Eastern trade entrepot towards whose shores the heavily-laden ships of many nations will set their sails.

LOCAL AND GENERAL.

His Excellency the Governor has gone into residence at Government House for the winter.

The report of Saturday night's boxing at the City Hall is held over until to-morrow owing to pressure of space.

Sir Francis Pigott, Chief Justice of Hongkong, occupied a seat on the Bench of H. M. Supreme Court, Shanghai, with Sir Haviland de Saumarez, on the 28th inst.

A YOUNG Chinese girl appeared in the Police Court this morning for attempting to commit suicide by throwing herself into the sea at Mong-kok-jui. She was discharged.

We are requested to state that, owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge, for which invitations have been issued for to-morrow, has had to be cancelled.

FOUR months' hard labour and six hours' stocks in lieu of one day were awarded a Chinese carpenter at the Magistracy this morning for stealing a quantity of zinc, copper and brass worth \$4 from the Naval Yard.

H. E. GENERAL Sir Joachim Machado, the Macao Delimitation Commissioner, in company with Captains D. Cissati and J. M. R. Norton, left for Macao by the Portuguese gunboat *Patria* yesterday in the forenoon.

MR. and Mrs. J. O. P. Bland, accompanied by Dr. Gattrell, passed through Tientsin on the 14th instant, en route to Peking. Mr. Bland is much better and appears to be completely recovering from his recent illness. P. & T. Times.

FIVE Chinese appeared in the Police Court this morning for gambling at 43, Jardine's Bazaar. The first two men, who were the keepers of the establishment, were each fined \$75, while the rest had each to contribute \$3 to the Government Treasury.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th October, 1909:—

	Library.	Museum.
Non-Chinese.....	367	84
Chinese.....	157	1,192
Total.....	524	1,276

ARRANGEMENTS have just been made for the importation into the United States of 50,000 tons of Chinese pig iron. This is not the first consignment. A large cargo of steel-making pig iron from the Hanyang Iron and Steel Works, Haokow, has already been delivered in New York at 75¢ per ton c.i.f., which is well below the price quoted by Pittsburgh smelters for delivery on the Atlantic seaboard. Besides a wealth of raw materials in the Yangtze Valley, the natural shipping facilities are good.

COLONEL and Mrs. Barnston-Love were the recipients of great congratulations to-day on the occasion of the thirteenth anniversary of their marriage. The genial "Colonel" maintained an open house at the King Edward Hotel from noon till long afterwards, where he received the felicitations of his numerous friends and acquaintances. It will be interesting to recall that the marriage proper was celebrated thirteen years ago at noon on a Sunday at Singapore and was a noteworthy function. We wish Colonel and Mrs. Bob Love's happiness and prosperity for many years to come.

THE HONGKONG UNIVERSITY.

MUNICIPAL DONATIONS BY BRITISH FIRMS.

We have been officially informed that Messrs. David Sassoon and Company and Messrs. E. D. Sassoon and Company have each subscribed \$10,000 towards the Endowment Fund of the Hongkong University.

ALLEGED ASSAULT AND MURDER.

AFTERMATH OF A QUARREL.

The Criminal Sessions was resumed this morning. Chao Tu, Li Kwong, Pang Hing, Ko Piu and Ling Sang were indicted on charges of alleged assault and murder. The Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dobson, Jr., (from the Crown Solicitor's Office) appeared for the Crown and Mr. Eldon Potter, instructed by Mr. Otto Kung Sing, was for the prisoners. The jury were sworn in as follows:—Messrs. J. D. Auld (foreman), E. M. Hayward, T. Meek, R. Farrie, A. Kohler, J. H. Dohmer and A. Lopes.

The facts of the case as outlined by the prosecution are that on the 18th September last, a dispute arose between two sets of sailing-house coolies, which resulted in a free fight between the factions parties at the junction of Hollywood Road and Queen's Road West. Fighting iron were used by the coolies and prisoners are alleged to have set upon and killed one of the opposing claimants. On being removed to hospital, a *post mortem* examination was held on the body of the deceased, when cause of death was found to be peritonitis. Evidence was called and the case adjourned.

DEATH OF MR. CHOA LBBP CREE.

COMPRADORE OF THE CHINA SUGAR REFINING CO.

The Chinese community in Hongkong has just been called upon to mourn the loss of one of their prominent members. By the death of Mr. Choa Leep Chee, late compradore of the China Sugar Refining Co., Ltd., the Colony loses one of its public-spirited Chinese citizens, who on more than one occasion has identified himself with several public movements in Hongkong. Mr. Choa's death took place at his residence, "Burside," on Robinson Road, on Saturday last, the 23rd inst. The sad occurrence was all the more painful to the members of his family and the large circle of friends by its terrible suddenness. Mr. Choa Leep Chee had only just recently returned from a trip to Singapore where he and his whole family had been on a visit to his aged mother—an old lady of over seventy years of age. It may be mentioned that deceased's domiciliary was the Straits Settlements. Mr. Choa journeyed back to Hongkong by the *Princess Alice*, which arrived on Wednesday last, being one day late in consequence of the typhoon. He contracted a slight chill and on arrival was attended by his family physician. The slight indisposition did not prevent Mr. Choa from attending his business, so much so that, on the day of his death, he had been to office and exhibited the same alertness in the day's routine of work that was his wont. It was even remarked that, after the luncheon hour, he was visited by, and conversed with, a member of the local Exchange on the comparative merits of rubber stocks. Returning home in the afternoon he went round his garden in his favourite occupation of tending to plants, of which he possessed one of the few choice collections on the island. It was while thus occupied that Mr. Choa was seized with a fit of coughing. Retiring to his bedroom he called for a cup of milk, which he drank and, almost immediately after, complained of a violent pain in the region of the heart. Mrs. Choa Leep Chee was at once by the side of the patient, but he had lost consciousness and in another instant expired from heart failure. In answer to urgent messages for the physician and his eldest son, both arrived, but nothing could be done for the deceased, as when the doctor reached the house Mr. Choa had passed to the great beyond.

Deceased came to Hongkong from the Straits some twenty-five years ago, to join the compradore department of the China Sugar Refining Co., Ltd., where his uncle, the late Choa Chee-bee, was then comptroller. His business acumen and strict integrity earned for him the deserved promotion to the compradoreship which was rendered vacant on the death of his uncle some time years ago. Like most men who elected to cast their fortunes in the stormy commercial waters of the island, Mr. Choa was not without his vicissitudes having seen ups-and-downs with each depression. That swayed the Colony's trade barometer. It was in the last boom of 1900-1901 that the late compradore secured a comfortable competence which retrieved his lost position and set him up as one among the well-to-do of the great compradore fraternity in Hongkong. He soon after acquired from Mr. Fung Wa-chun the magnificent residential property and gardens on Robinson Road, known as "Burside," at one time in the ownership of Mr. R. M. Gray, managing partner of Messrs. Reiss & Co., since retired. Pursuing his hobby, as an enthusiastic amateur horticulturist, he laid out his grounds into a model garden in which he grew plants and flowers of the choicest and the best. He died, so to speak, in the occupation which was the pleasure of his life, for it was while tending to his beautiful plants on Saturday that he was seized by a death paroxysm which transferred him from his garden to eternity.

We have stated that Mr. Choa Leep Chee had taken a lively interest in the public affairs of the Colony. This is borne out by the fact that he was an active member, until his death, of the Po Leung Kuk Committee (or the Chinese Society for the Protection of Women and Children). He was also on the District Watchmen Committee, and the soundness of his views and practical acquaintance with the needs of the Colony in all that concerned Chinese affairs, invested his advice with considerable value. His fine exhibit, which rarely failed to carry a prize at the annual flower show, established his intimate connection with the Horticultural Society of which he was a founder and working member of the committee. In the promotion of the Arts and Crafts Exhibition four years ago his services were enlisted.

The late Mr. Choa Leep Chee who was fifty years of age, at the time of his death, left a widow and a family of fourteen children, some of whom are in Singapore. Much sympathy is felt with the widow and family in their bereavement. The interment took place yesterday afternoon and was very largely attended. A great number of members of the Chinese community of prominence was present. Among the European friends who were at the graveside to pay their last respects to the deceased was noted the following:—The Hon. Mr. W. J. Gresson, Hon. Mr. A. W. Bawlin, Hon. Mr. Wei Yek, Mr. J. Bartoo, Mr. Ho Kom Tong, Messrs. H. J. Gedge, C. S. Taylor, A. C. Moore, J. Rodger, S. W. Tan, Wong Kam Fok, Ng Hon Chi, Lo Cheung Shin, and the entire European Staff of the China Sugar Refining Co.

THE WREATHS.

A large number of beautiful wreaths, over two hundred, from the foreign and Chinese communities, testified to the esteem in which deceased was held. Among others, wreaths were sent by the Tung Wah Hospital Committee, Committee of the Po Leung Kuk, the District Watchmen's Committee, the Chinese Club, members of the Zodiac Club, the Staff of the China Sugar Refining Co., of which Mr. Choa Leep Chee was the compradore, Mr. and Mrs. Ho Tung, Mr. and Mrs. Ho Fook, Mr. and Mrs. Ho Kom Tong, Mr. and Mrs. Lo Cheung Shiu, Mr. and Mrs. Sin Tak Fan, Mr. W. E. Clarke, Mr. Shee Tat-tol, Mr. and Mrs. J. Howell May, Hon. Mr. A. W. Bawlin, Mr. F. V. Jorg, Mr. F. de Graaf, Mr. and Mrs. E. de Silva, Mr. C. Savard Remedios, Mr. Krupp, Mr. and Mrs. Henry Glynn, Mr. Tang W. Fong, Mr. and Mrs. Ho Wing, Mr. and Mrs. Yau, Mr. and Mrs. P. M. W. and Mrs. The Wing Yau, Mr. and Mrs. Cheung Pui Kai, Mrs. Cheung Fong Ting, and Mr. W. D. Bock.

TYPHOON AFTERMATH.

H.M.S. "FLORA" RETURN.

As anticipated in our issue of last Saturday H. M. S. *Flora*, which had been commissioned by a wireless message to proceed to the rescue of the crew, on Paito Island, of the stranded s.s. *Ragnar*, arrived in Hongkong at noon yesterday. The cruiser brought back with her the twenty-three members of the Chinese crew who chose to remain on the island and there await the arrival of the rescue party for whom Capt. Augensen had telegraphed in his urgent message to the Hongkong agents on Wednesday last. For the first six days that the crew remained on the island they had a sufficient supply of provisions which had been saved from the *Ragnar*. After that the commissariat began to run short and the castaways had to resort to shell-fish which was found on the island for their sustenance. On that scanty diet they managed to subsist until the timely arrival of the rescuing party from the British cruiser. The survivors of the wreck state that the chief officer (Mr. Schrader) died of typhoid on the island—a fact which was first reported in the telegraphic message from the Captain of the *Ragnar* and duly recorded in these columns. The day before the arrival of the *Flora* (Thursday last) the three Engineers and a crew of five put out on a lifeboat for the wreck on Money Island, with the object eventually of reaching the French coast. The men took a supply of biscuits and some water with them. Nothing has since been heard of the fate of the lifeboat although every hope is entertained that news will be received at any moment from them. Mr. J. Eitzen, the Vice-Consul for Norway, to whom we are indebted for the above information, kindly informed our representative that Capt. Augensen is on his way to Hongkong.

The *Ragnar* is in no worse position than when she first stranded when last seen by her Chinese crew. The Danish salvage steamer *Protector* has since arrived at the scene of the disaster, and if there is any possible chance of saving the *Ragnar* the capable staff of salvage experts may be confidently relied upon to successfully accomplish the task.

"DAVID GILLIES" SPLENDID ACHIEVEMENT.

In our last issue we recorded the fact that the colonial Government secured the charter of the tug *David Gillies* (Capt. Major) with the Hongkong and Whampoa Dock Co., to proceed on a cruise to the rescue of the fleet of distressed junkies miles to the southward of Gap Rock. She started (as reported in the *Hongkong Telegraph* on Saturday) at 2 a.m. that morning and returned to the harbour at ten o'clock yesterday forenoon. Capt. Major cruised for several miles beyond Gap Rock. He came across quite a number of sunderless and mastless junks and took off their crews. By this means Capt. Major managed to save some fifty-one persons who would otherwise have been doomed to a watery grave. In addition to 51 Chinese, so saved, the *David Gillies* was instrumental in rescuing the whole crew of a junk which she towed into the harbour yesterday.

THE "HANDY'S" MISSION.

Following in the wake of the *David Gillies* the British destroyer, *Handy* and *Janus* went out to Gap Rock on Saturday morning. Both returned from their cruise yesterday, the *Handy* accounting for two distressed junks, which she towed into port.

ANOTHER RESCUE.

The s.s. *Telamachus* (Capt. Gillespie Edwards) arrived from Saigon late on Saturday. Her captain reported that she experienced light northerly winds and N. E. swell from Saigon to Cape Padarav; light variable winds and high N. E. swell from Padarav to Cape Varella; moderate to fresh wind and high N. N. W. swell from Cape Varella to Gap Rock. At the latter stage of the journey Captain Edwards picked up members of a Chinese crew off a disabled junk about fourteen miles S. by W. from Gap Rock. The captain landed the Chinese crew on arrival at Hongkong.

THE "ST. ENOCH."

Up to last evening the Government dredger *St. Enoch* was still sticking fast to the sandy beach at Shaukiwan, where she grounded on Tuesday last. Her stern is embedded in the sand while the stem at high tide shows the "V" foot mark plainly visible. A grab dredger was working to the stern of the *St. Enoch*, apparently making a channel for the latter vessel. All silt was deposited into a junk alongside. An amusing little incident was witnessed yesterday by our representative. The junk's dog-out had been carried by the tide unobserved alongside the pontoon, and as the grab dropped into the sea it carried the "dog-out" completely under and it was swamped. The dog-out had no occupant at the time.

THE FRANCH GUNBOAT "ARGUS."

On the authority of our Portuguese contemporary—*Nova Vida*, of Macao—it is proposed to dam the paddy-field in which the *Argus* lies high and dry, and then to pump water into it from the river. The *Argus* will be lightened of all its heavy gear and ammunition in order to give it greater buoyancy. When sufficient water is pumped into the field the *Argus* will be floated into the river. The same paper states that a sum of \$1,000 has been agreed to be paid to the villagers of Sami for refloating the *Argus*, which sum includes the compensation for prospective damage to the paddy crop.

[Our special telegram from Macao in another column reports the refloating of the *Argus*.—Ed., H.K.T.]

REKRY FOR SUMMING DISTRICT.

On the 23rd inst., the Central Relief Committee again detailed a number of its members to board the launch *Yu Tai* with a quantity of rice and other provisions to the district of Summing to relieve the sufferers after the recent typhoon.

TYPHOON WARNING.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

October 24th, 5 a.m.: Cyclone or typhoon N. of Manila moving W.N.W. at 10 m.p.h.

October 24th, 3 p.m.: Typhoon W. of Manila moving W. at 10 m.p.h.

October 24th, 3 p.m.: Typhoon W. of Manila moving W. at 10 m.p.h.

October 24th, 3 p.m.: Typhoon W. of Manila moving W. at 10 m.p.h.

Macao Delimitation.

ANTI-PORTUGUESE MOVEMENT (IN CANTON).

SELF-GOVERNMENT SOCIETY'S AGITATION.

[From Our Own Correspondent.]

Canton, 23rd October.

The following is a free translation of a circular which has been issued by the Canton Self-Government Society for the purpose of convening a public mass meeting in connection with the Macao Delimitation question:—

The land comprised within the settlement of Macao was originally only leased by China to the Portuguese for purposes of residence, of which the boundary limits can be easily traced. The collection of the annual rental in former years by the Chinese Government furnishes ample proof that the settlement of Macao is Chinese territory. Though the collection of the rental has been waived by China, it should, nevertheless, be well understood that we, Chinese, are the landlords and the Portuguese are tenants. However, the Portuguese did not keep faith with the stipulations as laid down in the lease agreement, and on the other hand, allege that the settlement of Macao was acquired by them by right of conquest. They thus forgot all the kindnesses China had accorded them. This Portuguese contention should not, of course, be recognised and entertained by other civilised Powers. The Portuguese-Delimitation Commissioner is, moreover, reported to have made a representation to the Chinese Delimitation Commissioner, H. E. Ko Yu Him, asking him to stop the Chinese from reclaiming the low-land at Chinkashan. The Portuguese, furthermore, desired to extend their encroachment down to the north on the opposite side of the river. Stirring reports have been received on several occasions from the people of the Hengshan district stating how unreasonable the Portuguese have been in their claims and how weak the Chinese Delimitation Commissioner, H. E. Ko, has been in failing to effectually oppose the Portuguese demands tending to the loss of Chinese territorial rights. The villagers of Hengshan are now taking steps to combine with a view to organise a volunteer militia as a precautionary measure against any emergency. So long as it is so the Self-Government Society is of opinion to maintain peace; no matter how exactions the Portuguese may be in dealing with us, we must not fail to take the necessary steps to deal with them in "a civilised manner."

[The expression is a euphemistic one employed to suggest the institution of an anti-Portuguese boycott.—Ed., H.K.T.]

A perusal of the letters received by the Society leads to the fear that, in case H. E. Ko fails to effectually protest against the Portuguese, the results will doubtless be the outbreak of some serious disturbances. If such an event should, unfortunately, happen, we do not know what H. E. Ko will do in regard to complying with the instructions of the Imperial Government. While the negotiations on the Macao delimitation question are proceeding, the moment is opportune for meetings to be held to discuss the matter, and we should lose no time in sending members of the Society to the Hengshan district to deliver lectures for the purpose of persuading the villagers not to create any disturbance, and we should at the same time address a joint telegram to the Imperial Government asking it to appoint another special High Commissioner to conduct negotiations with the Portuguese in order to arrive at a solution of this question.

On the same day and at the same meeting it is proposed that the letters received denouncing H. E. Liang Tun-yen, president of the Wai-wup, for his failure to uphold China's interests in the recent Manchurian convention will also be read for the information of the people. The meeting is to take place on the 24th instant, when the people of every class are invited to attend.

HARMSTON'S CIRCUS.

AMATEUR RIDING CONTEST.

On Saturday night, an excellent bill of fare was provided by Harmston's Circus. It is a pity that counter-attractions militated against a good house, but, nevertheless, those who attended the performance went away thoroughly convinced that they had obtained their money's worth.

The main interest, of course, centred in the amateur riding contest, which was productive of considerable merriment. Although every precaution was taken to avoid accidents, the efforts of the competitors were most comical. Their wild attempts to clutch the air were somewhat marred and the way in which they handled the unfortunate animal's mane was most affecting. At the conclusion of what must have struck the average observer as a startling exhibition of amateur horsemanship, the first prize went to Mr. R. Judah, who was rewarded for undergoing the strange ordeal by being presented with a handsome pair of silver spurs.

The new clown Hayes also made his first appearance on Saturday night and his antics created a favourable impression.

There was a special performance last night, when several new articles made their initial appearance. We may state that the stay of the Circus in the Colony is fast drawing to a close, so that those who have not seen the up-to-date combination of articles, would do well to do so before their departure from the Colony. To-night, a well-known resident will enter the arena and drive a couple of full-grown tigers harnessed to a chariot. To-morrow evening, a beautiful performance is to be tendered to the Hengshan-Low trio, when, there ought to be, a bumper house. On account of the fact that the promoter, which is to convey the Company to Singapore, is not leaving till Thursday, a full performance will be given on Wednesday, the last number having been arranged for to-morrow evening.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

"ARGUS" RE-FLOATED.
APPARENTLY UNDAMAGED.

(From Our Own Correspondent.)

Macao, 25th October,
3.40 p.m.

The French gunboat *Argus*, which went aground on a paddy-field, at Sami, in the typhoon on Tuesday last, has been refloated.

She proceeded under her own steam down the river and was anchored in the inner harbour at three o'clock this afternoon.

The *Argus* is apparently undamaged.

TA CHING BANK.

LAST YEAR'S PROFITS.

(By courtesy of the "Sheung Po.")

Peking, 24th October.

The Ministry of Finance has memorialized the Throne to the effect that last year the Ta Ching Bank, which was opened with branches in all the Provinces of China, made a profit of over fourteen million taels.

SUNNING RAILWAY.

BUILDER HONOURED.

(By courtesy of the "Sheung Po.")

Peking, 24th October.

The Ministry of Posts and Communications has received sanction from the Throne to award to Chang Yee-ho, the builder of the Sunning Railway, a rank of the second class and also the honour of fourth class adviser to the Ministry of Posts and Communications.

CHINA MERCHANTS' S. N. CO.

INVESTIGATION ORDERED.

(By courtesy of the "Sheung Po.")

Peking, 24th October.

On account of the importance of the posts held by H.E. Ling Shih-yi he cannot proceed to Shanghai to investigate the affairs of the China Merchants' S.N. Co.

H.E. Li King-tso, a son of the late Li Hung-chang, will go in his place.

OFFICIAL SALARIES.

TA CHING BANK PAYING MEDIUM.

(By courtesy of the "Sheung Po.")

Peking, 24th October.

The Grand Council has decided that, in future, all official salaries will be paid through the medium of the Ta Ching Bank.

OPEN-AIR CONCERT.

AT THE VOLUNTEER HEADQUARTERS.

As a result of the open-air concert which took place at the Volunteer Headquarters on Saturday evening, the funds of the Diocesan Girls' Orphanage have been appreciably augmented.

The first part of the programme opened with an overture by the Band of the Buffs, which was followed by the Song of the Toraador "Sirs, your Toast," from "Carmen," which was sung with great gusto by Mr. R. E. White. Mr. Donce was heard to advantage in "I hear thee calling me." Mrs. K. G. Barrett, who was in excellent voice, rendered a soprano solo entitled "I Gave You Roses" with fine taste and expression. The "Port and Starboard Lights" then occupied the boards in a sketch entitled "Ten minutes at Margate," which was an immense success. The first part of the programme concluded with a selection from "Fanny" by the Band of the Buffs.

Part II opened with a selection by the Band, which was finely executed. Miss Parks and Messrs. R. E. White and E. B. Ayres then appeared in a vocal trio "I Navigators," their voices blending in exquisite harmony. Mr. Ayres' "Q'way Away" was well received. Miss Parks sang Tonis' "Good-bye" with deep pathos and, in response to an encore, gave her old favourite "Vella" in a pleasing style, and an enjoyable evening was brought to a close with a regular selection by the Band.

The accompanists were Messrs. J. W. White and Geo. Gifford, to whom a word of thanks is due for the able manner in which they discharged their duties.

THE ICE CASE.

ADDITIONAL JUDGMENT.

At the Supreme Court, this afternoon, the Chief Justice (Sir Francis Piggott) delivered the following additional judgment reserved on the point as to special damages in the case in which the Hongkong Milling Company, Ltd., brought an action against Messrs. Arohold Karberg and Company, to recover the sum of \$100,000 for alleged breach of warranty:—

"His Lordship said:—I am of opinion that the claim for special damages in this case falls entirely within the principles laid down in *Grebert v. Nugent* (15 Q.B.D. 85), and cannot be allowed. There also there was a sub-contract, the failure to fulfil which was alleged to be the consequence of the breach of the vendor's contract. The fundamental principle established by *Hadley v. Baxendale* is that a person can only be held to be responsible for such consequences as may be reasonably supposed to be in the contemplation of the parties at the time of making the contract. But the application of this principle to the case of breach of a sub-contract induced by the breach of the original contract, was settled in this case to be, "that the original vendor is to be liable to so much of the sub-contract, as was made known to him, but only to that extent." In the cases cited *Barrier v. Hutchinson* and *Elbinger v. Armstrong*, this principle was applied; the original vendor was held liable to damages, because, knowing of the sub-contract, he knew that his purchaser would have to pay damages if that contract were broken. But he did not know of the penalty clauses in the sub-contract, and he was held to be not liable in respect of these. In *Grebert v. Nugent*, the Judge who tried the case came to the conclusion on the evidence that the purchaser had told the vendor practically all the conditions of his sub-contract, and therefore he was held liable for all damages. Let us see what conclusion we can come to on the evidence in this case. It is quite clear that Mr. Arndt knew that Mr. Rennie had a contract to supply ice to Messrs. Jardine Matheson, and that they were the Managers of the Hongkong Ice Company; and that the installation at Junk Bay was to supply ice to fulfil that contract. Mr. Arndt says he did not know the details of the contract, or what the guarantee in fact was, and I have little doubt that this is so. He then admitted, in answer to a question put to him in cross-examination, that it was an obvious inference that if a purchaser required a guarantee from his firm he had entered into that guarantee with his purchaser. He added, however, that he did not draw the inference in this case because Mr. Rennie had not told him about the guarantee. For the purpose of this argument I shall assume that the guarantees were identical, which they were not. I do not think that on the evidence it would be possible to come to the same conclusion as *Deaman J.* arrived at in *Nugent's* case, viz. that the vendor was informed of all the details of the sub-contract. Indeed the evidence negates it. We must therefore see how far this admission of Mr. Arndt's will carry the plaintiff. It is true that he held during the trial that we could not strike out the claim for special damages on this ground, that knowledge of the sub-contract might be brought home to the defendant. This, however, does not preclude a fuller examination of the question now we have all the evidence before us. Now, in the first place, I think the suggested inference is not a sound one, in spite of Mr. Arndt's admission. Take this simple case. I buy a horse, telling the owner at the time that I am buying it to fulfil a contract I have already entered into with another person. I add that I want a warranty that it is quiet to ride and drive. I do not think that the inference which the vendor ought inevitably to draw is that I have given that warranty to my purchaser. But even assuming the defendants to be bound by Mr. Arndt's admission, which however I am not at all prepared to agree to, I am of opinion that it does not carry the plaintiff's claim, which is for loss of profits consequent on the cancellation of the contract with Messrs. Jardine Matheson. Mr. Arndt was not informed for what purpose Messrs. Jardine Matheson wanted the ice. It apparently was wanted to put on the market, with their own supply, which had fallen short of the demand; they had ordered a new plant to meet the demand which was increasing, and they cancelled the other relying on the fulfilment of the contract made by Mr. Rennie. But the ice might have been wanted for other purposes, for which it was quite fitted, for it was undoubtedly a merchantable article, and the absence of any information as to the purpose to which the ice was ultimately to be put, lets in this—that it was an absolutely necessary inference that the ice would not have been put on the market in spite of its rejection by Messrs. Jardine. I do not say that the Milling Co. was bound to do this; it is only necessary to say that the information supplied to Mr. Arndt was not such as to exclude the possibility of this happening. The long and the short of the whole matter is that the contract was rather carelessly entered into by Mr. Arndt, for which the defendants have suffered. By Mr. Rennie, for which the Milling Co. must suffer. For it is clear that if you are entitled to a certain form of relief if you fulfil certain conditions, you are not entitled to that relief if you do not fulfil them.

KOWLOON-CANTON RAILWAY.

GOVERNOR'S INSPECTION.

On Saturday last His Excellency the Governor, accompanied by the Hon. Mr. May and Mr. Kvas, inspected the British section of the Kowloon-Canton Railway as far as Tai Po. The first day His Excellency and party inspected the railway works from Tai Po to the Chinese frontier.

FOOTBALL LEAGUE.

FIRST DIVISION.

Only two matches were played in this division on Saturday—one at Happy Valley and the other at Kowloon. The one, which was to have taken place on the Navy ground, did not come off owing to some misunderstanding; as the Naval team turned up at 2.30 p.m. and the R.G.A. and referee went to the field at 4.30 which was the appointed time for the match. We understand this match will be played off at a later date.

HONGKONG FOOTBALL CLUB v. BUFFS.

The teams were as follows:—
Club:—J. Clark; F. G. Carroll and J. McCubbin; H. W. Kilby, R. U. Barlow and A. Gregory; A. Aitchison, W. Weston, A. Whitman, E. A. May and J. D. Danby.
Buffs:—Black; Ruler and Bartlett; Dore, Wren and Tamspliff; Fitzpatrick, Drew, Taylor, Brewster and Barker.

This match was witnessed by a large gathering of spectators, and when the whistle sounded for play rain began to pour. As the civilians are not used to play on a wet day they were defeated badly. Three goals were scored in the first half, one was a mis-kick by McCubbin, and the other two by Taylor who placed the ball beautifully into the net. In the second half the Club tried to score but nothing resulted, and once the ball was secured by Taylor it meant a goal, and this was done three times, when the score was brought up to 6 goals. Without Taylor in the Military team the score might have changed. He, no doubt, played an excellent game on the forward line. Clarke for the Club, saved some hard shots in goal.

KOWLOON v. ROYAL ENGINEERS.

The spectators enjoyed a nice game at Kowloon on Saturday afternoon, watching the above match. Both teams put up a very good game, which was very interesting. In the first half the Kowloonites did well and beat the Sappers' goalkeeper twice. The first goal was set by Morris after a quarter of an hour's play, and the other was done by Wilkie. The Engineers tried time after time to equalise in the first half, but the Kowloon pressed and nothing occurred. When the whistle went for half time the score stood K. F. C. 2 goals; R. E. 0.

In the second half the table turned and a much faster game was seen; in no time the Engineers equalised. All thought the Sappers would win but the score stood till the end two all. The Kowloon kept on pressing and did not allow the Sappers to have matters all their own way.

The home team were short of Messrs. Allen and Van Ginkel, which made a difference to the team.

LEAGUE TABLE.

Played	Won	Lost	Drawn	Points
"Buffs"	3	3	0	6
R. G. A.	2	2	0	4
Kowloon F. C. 3	1	1	1	3
R. E.	3	0	1	6
H. K. F. C.	3	0	2	6
Naval Yard.	2	0	2	4

SECOND DIVISION.

The first round of this division was to have finished yesterday, but it proved otherwise. Only one match was played off that of the L.R.C. vs. 83rd Co. R.G.A., at Lyemun. The gunners had the better team and won by 2 goals to nil. Of course, the Lusitanos tried now and then to equalise but nothing eventuated. They require much more practice before a good show can be put up by them.

For one match the referee did not put in an appearance and a friendly game had to be played instead of it. The match in which the B.O.C. was supposed to meet the 88th Co., R.G.A., at the Military ground, this was also not concluded as the referee and the 88th Co. were not present, owing to the latter being out practice shooting. The other match likewise did not come off. All these disappointments could have been avoided if the secretary had been notified.

LEAGUE CRICKET.

ROYAL ENGINEERS v. CIVIL SERVICE.

This match was played on the latter ground on Saturday afternoon. The Sappers went in first and did the good score of 115 runs for 6 wickets; out of this, 39 runs were to the credit of Cpl. McGregor and 38 to Sergt. Power, the latter was run out. The Civil Service then went in and all got out for 46 runs.

H. K. C. v. GARRISON.

These two teams met in a friendly game at the Cricket Ground. The garison compiled 181 runs in the first innings, and out of this 127 runs were scored by Capt. Baird. The Club's innings was not completed. When the rain started stumps were drawn, and one wicket was down for 10 runs.

CRAIGENPOWER v. C. v. B. O. C.

This friendly game was concluded on the former's ground. The Craigenpowers went in first and scored 118 runs, out of this 43 was done by G. A. Hancock and 47 by L. A. Rose. S. B. Battilwara and W. Wong bowled well for the Boys. At the beginning six wickets dropped for 29 runs, and later on when Hancock and Rose went in the scores changed. The Boys were all out for 51 runs.

BOYS' OWN CLUB.

PAPER CHASE.

The Boys' Own Club held their first paper chase meeting yesterday starting at 9 p.m. instead of 8.15 as most of the competitors did not turn up at that time. The race started from the monument at the City Hall up Battery Path, Lower Albert Road, Glenalea, then onto Gaine Road and finished at Broomy Point. The one sighted the hare first was J. L. Golden; who scored a point to his credit. The next meeting will take place on 30 November.

To-day's Advertisements.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."
FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 25th October, 1900. [110]

TRADE OF NEWCHWANG.

OFFICIAL STATISTICS.

We have received the following from the Newchwang Chamber of Commerce:—
Reports having of late appeared in the Far Eastern Press that the trade of Newchwang is declining, the following statistics of Chief Imports and Exports of Newchwang taken from Imperial Maritime Customs Returns April-June 1900 will be found both interesting and instructive when compared with those for the corresponding periods of 1908 and 1907, and convey their own refutation of reports disseminated regarding the alleged decline of the commercial prosperity of this Port.

The actual and projected River and Bar Conservancy measures are expected to considerably improve the trade facilities of the Port in the near future.

IMPORTS.

	1907.	1908.	1909.
Cotton Piece Goods	157,072	613,404	599,972
Japanese Cotton Cloth	14,618	35,867	149,960
Cotton Yarn	14,618	35,867	149,960
Kerosene Oil	655,550	800,000	1,015,138

EXPORTS.

	1907.	1908.	1909.
Tea	1,779,051	1,995,974	3,064,388
Beans and Peas	367,188	337,344	1,863,954
Maize	5,047	448	87,160
Wheat	294,038	274,116	300,825
Rice Oil	31,864	84,252	173,487
Straw Hat	2,014	74,438	74,438

DUES AND DUTIES COLLECTED.

	1907.	1908.	1909.
Foreign Customs Hk. Tels	221,712	243,661	384,368
Native	11,758	14,342	73,130
Total Hk. Tels	233,469	258,003	457,508

LORD KITCHENER'S TOUR.

THE DELIGHTS OF PEKING.

Peking, October 18.

Lord Kitchener and party arrived at Peking on Tuesday last, the 12th instant. The journey from Nanking was continued right through without stopping at Hankow owing to the limited time of the special train put at his disposal.

Lord Kitchener has made a round of calls on the Imperial princes and has already visited the Winter Palace and the Summer Palace.

A dinner was given in his honour last night by Prince Tsai Fo. It was a private entertainment. The only other foreigners were Sir John Jordan, British Minister, Mr. C. W. Campbell, Chinese Secretary, Colonel C. D. Bruce and Captain Fitzpatrick.

Lord Kitchener will have an audience with the Prince Regent to-day, and has arranged to visit the principal porcelain shops during the afternoon.—N. C. D. News.

*The Peking correspondent of the P. & T. Times, writing on the 13th inst., said: Field Marshal Lord Kitchener arrived in Peking yesterday afternoon at five o'clock.

As the special train, consisting of only one car and the engine, drew up at the railway station from Hankow, a large number of people were present to extend a hearty welcome to Lord Kitchener on his first visit to the Capital.

On the platform were Sir John Jordan and the entire British Legation Staff. Dr. Morrison, two officers of the Cameron Highlanders, General Abe and several Japanese guard, a whole Company of Chinese military police with two flags, several German officers, and among several high Chinese officials H. E. Yun of the Board of Communications, Colonel Ting and Colonel Tung, of the Military Department.

During his week's residence in Peking Lord Kitchener will be the guest of Sir John Jordan at the British Legation.

CHINESE HOSPITALITY.

Peking, Oct. 20.

Sir John Jordan, the British Minister, gave a banquet in Lord Kitchener's honour on Monday night, when he entertained the Imperial Princes and the members of the British Legation.

Yesterday Lord Kitchener spent in visiting the Temple of Heaven, the Lama Temple and the Temple of Confucius. In the evening he attended a banquet given in his honour by the Ministers of the Walwups and of the Board of War.

To-day Lord Kitchener inspected the new regiment of Imperial Guards. To-morrow he will leave for Tientsin where he will call upon Viceroy Tuan Faag and H. H. Tang Shao-yi. Lord Kitchener will leave the same night for Port Arthur by special train.

Lord Kitchener's reception at Peking has been most cordial. The Imperial Court has shown every appreciation of his world-wide reputation.—N. C. D. News.

INTERPORT CRICKET.

SINGAPORE SELECTION COMMITTEE.

Capt. E. I. M. Barrett and Messrs. L. Walker, C. M. Billings, D. R. McEwen and V. H. Lanning have been elected to act as the Selection Committee for the Interport cricket matches to take place in Hongkong in November.

To-day's Advertisements.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC" will be despatched for the above Ports on SATURDAY, the 20th November, 1900.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 25th October, 1900. [733]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *s.s. Cordons* and *Charente*, from Havre ex *s.s. Charente*, and from Bordeaux ex *s.s. Ville de Dunkerque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st November, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 25th October, 1900. [730]

HARMSTON'S GRAND CIRCUS

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

LAST THREE NIGHT! LAST THREE NIGHT!!

TO-NIGHT! TO-NIGHT!

TALKING, SINGING and KNOCKABOUT CLOWN

"DICK HAYES."

TO-NIGHT! TO-NIGHT!

THE SENSATIONAL NIGHT.

A well-known Local Gentleman will enter the DEN and drive TWO FULLY GROWN TIGERS HARNESSSED TO A CHARIOT.

TO-MORROW (TUESDAY) EVENING, OCT. 26TH.

GRAND COMPLIMENTARY BENEFIT OF THE HARMSTON-LOVE TRIO.

JENNIE, WILLIE and NELLIE,

(BY SPECIAL REQUEST)

THE AMATEUR CONTEST

On the revolving Table will be repeated.

WATCH FOR OTHER EVENTS.

SPECIAL MATINEE:

And Absolutely the Last of the Season

TO-MORROW (TUESDAY) AFTERNOON, OCT. 26TH.

Wednesday Night, Oct. 27th.

Grand Complimentary Benefit tendered to Madame HARMSTON-LOVE.

UNDER THE DISTINGUISHED PATRONAGE OF

COMMODORE LYON & the Members of the Hongkong Gymkhana Club.

Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance.

MADAME HARMSTON-LOVE, OOL. BOB LOVE, E. ALTON,

Proprietress, Sole Manager, Advance Representative. [684]

Hongkong, 25th October, 1900.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47, 10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 47, 10/-

Via New York 47, 10/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
HONGKONG	HONGKONG	TUESDAY, 26th Oct., 11 A.M.
SINGAPORE, PENANG & CALCUTTA	CHOYSAH	TUESDAY, 26th Oct., 2 P.M.
SHANGHAI	CHOYSAH	TUESDAY, 26th Oct., 4 P.M.
TIENSIN & W. HAIWEI & CHEFOO	CHOYSAH	TUESDAY, 26th Oct., 5 P.M.
MANILA	LUOYANG	FRIDAY, 29th Oct., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	LUOYANG	FRIDAY, 29th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOKUSANG	FRIDAY, 29th Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaituma*, *Namany* and *Roosky* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Daitu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 61.

Hongkong, 23rd October, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TEAN"	26th Oct., 3 P.M.
NINGPO & SHANGHAI	"YUNNAN"	26th Oct., 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"KWEIYANG"	27th Oct., 4 P.M.
SHANGHAI	"CHINGHUA"	28th Oct., 4 P.M.
SHANGHAI	"CHENAN"	31st Oct., Daylight.
MANILA	"TAMING"	2nd Nov., 3 P.M.
CEBU & ILOILO	"SUNGKIANG"	2nd Nov., 4 P.M.
SHANGHAI	"ANHUI"	4th Nov., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"ORANGSHA"	5th Nov., 4 P.M.
AUSTRALIAN PORTS	"LIAN"	7th Nov., Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

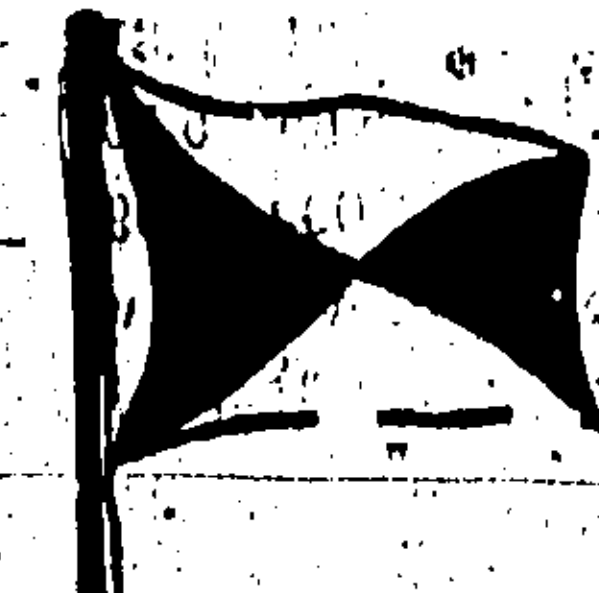
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinshu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 56. Hongkong, 25th October, 1900.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 30th Oct., at Noon.
AFIRO	2540	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong, 25th October, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1900, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1900, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	ELIZABETH	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY.	"DAIGI MARU" H. Murayama	MONDAY, 25th Oct., at 5 P.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugii	WEDNESDAY, 27th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 23rd October, 1900.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HAKATA MARU, Capt. J. Drieg, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	IVO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kikawa, Tons 6500	TUESDAY, 7th Nov., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5000		FRIDAY, 29th Oct., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000		FRIDAY, 26th Oct., at Noon.
MOVORI MARU, Capt. J. G. Richards, Tons 4000		FRIDAY, 29th Oct., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000		TUESDAY, 26th Oct., at Noon.
BINGO MARU, Capt. A. Christensen, Tons 6500		SATURDAY, 31st Oct., at Daylight.
KAMO MARU, Capt. F. L. Sommer, Tons 9000		SATURDAY, 30th Nov., Daylight.
BOMBAY, Via SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	MONDAY, 25th Oct., 5 P.M.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

KITANO MARU (Capt. F. E. Cope) About Wednesday, 15th November.

Hirano MARU (Capt. H. Fraser) About Wednesday, 15th December.

Kamo MARU (Capt. F. L. Sommer) About Wednesday, 14th Jan., 1901.

Mishima MARU (Capt. A. E. Moss) About Wednesday, 9th Feb., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Hongkong, 25th Oct., 1900.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports, on WEDNESDAY, the 27th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fares for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITEE, Agents.

Hongkong, 25th October, 1900.

[720]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1900.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 4th October, 1900.

[605]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "QHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st October, 1900.

[48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumari	6,322	J. Mathie	1900 18th Nov.
Aymara	4,303	Boyd	16th Dec. 1900
Superio	6,232	S. Shotton	13th Jan. 1901
Oreano	4,657	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings Hongkong, 23rd October, 1900.

[16]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1900.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker

"KWONG SAI" Capt. M. S. Chow

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 24th April, 1900.

[10]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 11th December, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 19th October, 1900.

[4]

Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1900.

[14]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CK.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,000,819	Interim of 2 for account 1909 @ ex 1/9 = \$12.72	4 %	\$99 1/2 sales London 29.10
National Bank of China, Limited	99,935	£7	£6	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909	...	\$6 1/2 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$354,183 \$303,797	none	\$10 for 1908	7 1/2 %	\$16 1/2 or div. 5
North China Insurance Company, Limited	10,000	£15	£1	\$1,500,000 Tls. 150,000 Tls. 30,747 Tls. 118,252	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$450	\$100	\$1,000,000 \$192,448 \$105,449 \$68,809	\$8,464,931	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$84 1/2 in. and b.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$94,475 \$199,104	\$7,703	\$12 and bonus \$3 for 1907	7 1/2 %	\$12 1/2
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$48,603 \$11,803	\$37,544	\$6 and bonus \$2 for 1907	7 %	\$11 1/4
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$11,428,173	\$268,711	\$27 for 1907	8 %	\$38 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$104,618 \$99,067	\$1,085	\$1 for 1908	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$627,500 \$119,207	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$627,500 \$119,207	\$21,790	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$100,000 \$24,000	£13,755	5/- for 1907 or Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$60 buyers
Do. do. (Deferred)	60,000	£5	£5	\$1,000,000 \$100,000 \$24,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	73/- buyers
'Shell' Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$16,000 \$4,628	\$68,817	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26
Star Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$4,628	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$125,893	\$3 for 1907	...	\$23
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 Tls. 100,000	Tls. 9,175	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 335 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 £11,556	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 20 1/2 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000 £4,878	Dr. £4,891	No. 12 of 1/- = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000 \$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000	\$10,102	None	...	\$63 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 Tls. 1,000,000	Tls. 6,461	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 76 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,000,000 Tls. 607,557 Tls. 50,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 140 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 Tls. 100,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$7 1/2 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$48 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 %	\$104 buyers
Hempshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 Tls. 1,581,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$41 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 148 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 Tls. 175,000	Tls. 5,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 88
Leong-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 Tls. 100,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 120
Say Ghee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	\$1,000,000 Tls. 100,000	Tls. 15,911	Tls. 50 for 1908	...	Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/8	12 1/8	\$1,000,000 \$1,000,000	£648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	Nil.	\$1.20 or 1908	9 %	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	\$61,138	50 cents for year ended 18.2.08	...	\$6 sellers
China Portland Cement & Mortar Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$100,000	50 cents for 1908	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000	\$408	\$1.20 for year ending 31.7.09	7 1/2 %	\$16 1/2 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	\$9,750	Interim of 33 cents for account 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000	\$170	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$1,000,000 \$1,000,000	\$7,616	Interim of \$2 for account 1909	10 1/2 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$13 buyers
Matschappij tot Exploitatie van Landbouw- gronden in Langkat, Limited	25,000	Tls. 100	Tls. 100	\$1,000,000 Tls. 57,500	Tls. 116,682	Third quarterly of Tls. 1 1/4 for account 1909	7 %	Tls. 830 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,500	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13
Peak Tramways Company (new)	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,500	None	3 %	\$13.50
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000	\$18,604	None	...	\$6
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 Tls. 14,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 108 buyers
South China Morning Post, Limited	6,000	\$15	\$15	\$1,000,000 \$1,000,000	Dr. \$56,602	None	...	\$23 1/2 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$1,000,000	\$230	40 cents for year ending 31.5.08	7 %	\$11
Union Waterworks Company, Limited	50,000	\$12	\$12	\$1,000,000 \$1,000,000	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1908	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	\$1,000,000 \$1,000,000	none	Interim of 12 1/2 % for account 1909	...	14/- buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000	\$7,400	25 % for year ending 31.3.09	...	569 sellers
Castellano Rubber Estate, Limited	32,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	\$70 1/2 sellers
Damansara (Singapore) Rubber Co.	110,000	£1	£1	\$1,000,000 \$1,000,000	none	Final 9 % making 12 1/2 for 1909	...	77 1/2
Goldlands Malay Rubber Co.	80,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Highland & Lowland Para. Rubber Co., (fully paid)	125,451	£1	£1	\$1,000,000 \$1,000,000	£8,784	15 % for year ending 31.1.08	...	77 1/2
Kamualag (Perak) Rubber Tin & Co.	950,000	2/-	2/-	\$1,000,000 \$1,000,000	none	None	...	77 1/2
do. do. A Shares	105,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
do. do. B Shares	125,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Kuala Lumpur Rubber Co., Limited	125,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Laggit Plantations, Limited (ordinary)	9,500,000	2/-	2/-	\$1,000,000 \$1,000,000	£1,820	3 % for year ending 30.6.08	...	77 1/2
do. do. (7 1/2 % pref.)	10,000	£1	£1	\$1,000,000 \$1,000,000	£4,000	Interim of 40 % = 9d. for account 1909	...	77 1/2
Ragalla Rubber Company, Limited (ordinary)	23,530	\$10	\$10	\$1,000,000 \$1,000,000	none	7 % for year 1908	...	77 1/2
do. do. (8 1/2 % pref.)	2,100	\$10	\$10	\$1,000,000 \$1,000,000	£6,722	15 % for year ending 31.12.08	...	77 1/2
Ledbury Rubber Estates Limited	6,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
do. do. (Contributory)	40,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Saggs Rubber Company, Limited	30,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Sandcroft Rubber Company, Limited	1,000	\$100	\$100	\$1,000,000 \$1,000,000	\$1,275	Interim of 30 % for 1909	...	77 1/2
Selangor Rubber Company, Limited	80,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Shelford Rubber Estate, Limited	65,000	£1	£1	\$1,000,000 \$1,000,000	£6,896	5 % for 1908	...	77 1/2
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	\$1,000,000 \$1,000,000	none	None	...	77 1/2
Sungei Kapar Rubber Company	110,000	£1	£1	\$1,000,000 \$1,000,000	£5,448	None	...	77 1/2

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

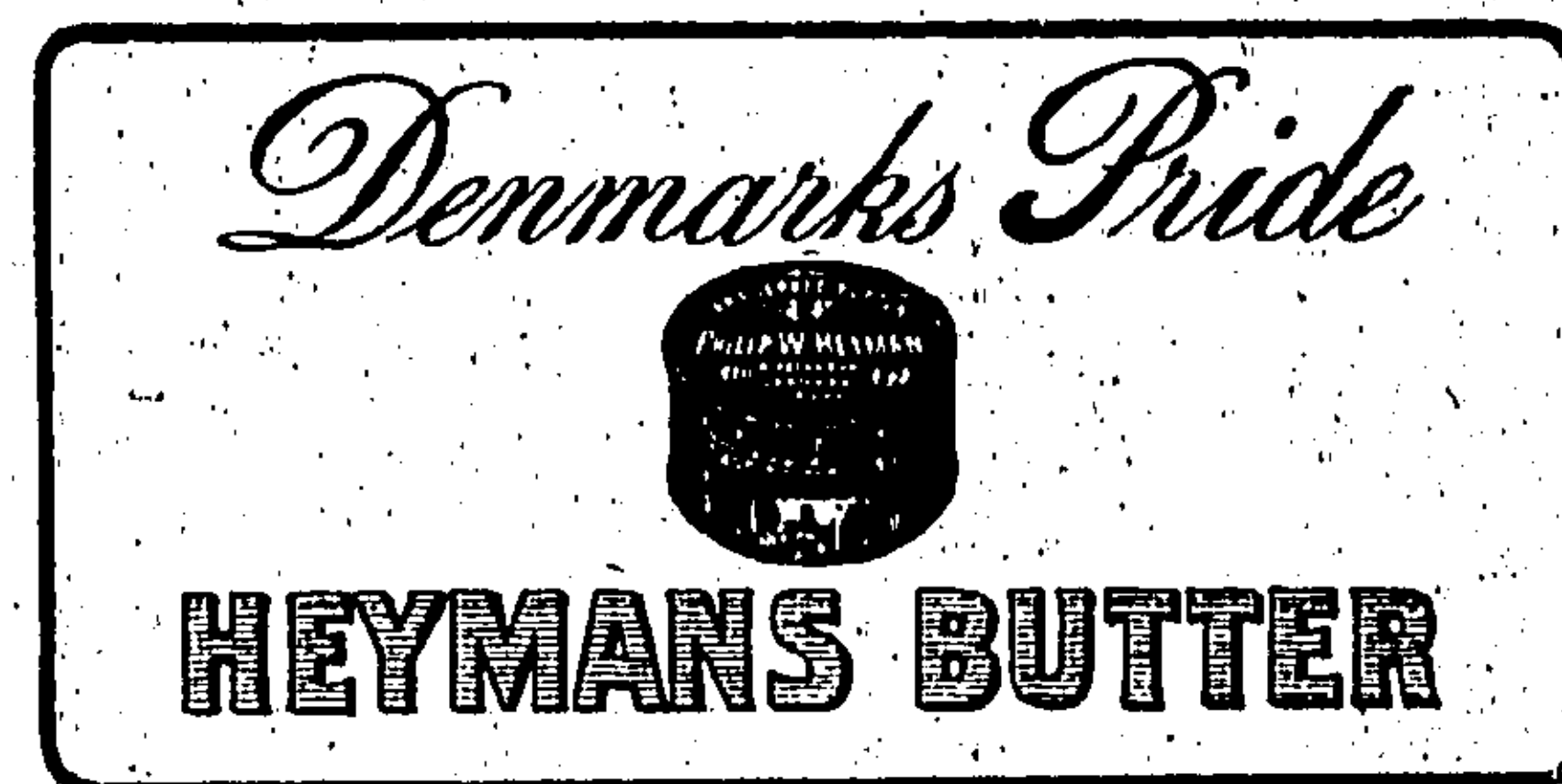
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.

125]



SIEMSEN & CO., Sole Agents.

358

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

156

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful indiscretion, or other influences incidental to the wear and tear and haste of modern life. It cures nervousness, tremblings, palpitations, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night sweats, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy life's pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, menstrual periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, irregularities, losses, &c.; restores the falling energies and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether local and in whatever form met with; removing all blotches, pimples, scurf, scrofula, eruptions, and wheezing, and in whatever form met with; removing all blot